

CROWDED CARS CAUSE STORM OF COMPLAINT

Suburbanites Are Agitating Question of Law That Will Give District Commissioners Control of Time Schedules.

With Traffic Heavy and Weather Severe, Companies Operated Open Cars on Almost Every Urban Line Yesterday.

Citizens of Washington, particularly those who live in the suburbs, are again agitating the question of a law that will give the District Commissioners greater authority in the regulation of street railways. What the people most desire is the passage of the bill now pending before the Senate District Committee—a measure that was introduced by the commercial, business men's, and citizens' associations. This bill would give the Commissioners control of the time schedules.

But there are other inconveniences that will receive public attention if the gathering clouds of discontent portend the breaking of a storm. The questions of overcrowding cars to the annoyance of their patrons, of an alliance between the two companies which will permit the exchange of tickets, but not of transfers, of the operation of open cars in zero weather, and of closed cars not provided with heaters, will come in for a share of public condemnation.

The character and the heating of the cars to be operated, as well as the time schedules would be regulated by the bill now before Congress if it became a law. The provision is: "After the first day of November it shall be unlawful in cold or inclement weather to operate any open car or any closed car which shall not be artificially heated so as to preserve a temperature of at least 60 degrees Fahrenheit."

Case of Freeze or Wait.

Even yesterday, when furs were brought into evidence by all who possessed them, and heavy mittens, mufflers, overshoes, and other comforts were worn with utter disregard for fashion's dictates, open cars were used to some extent on nearly every line in the city. The travel was particularly heavy, and in many cases it was necessary for persons to ride in cars which subjected them to the exposure of the extreme cold, or wait on the street corners, which proved equally as bad.

Crowding of cars beyond their contemplated capacity is another evil that has brought forth vigorous protest. On days when traffic is unusually heavy, or at times when public meetings or theatrical performances are breaking up the crowding has been known to reach the danger point.

The contention has been made that each passenger of a street car is entitled to a seat and the company must provide it. The courts of the District have not passed upon this, though those of New York have so construed the laws of that State. The decision was brought about by the refusal of a transfer on which the time limit had expired.

The Jenkins Case.

John Jenkins, of Brooklyn, was put off a car in New York because his transfer had expired and he refused to pay another fare. He brought suit against the company and recovered \$400. He explained that the reason he had not used the transfer sooner was that he was waiting for a car in which he could get a seat.

The bill now pending before the Senate seeks to endow the District Commissioners with all the powers of a railroad commission, where such bodies have been created by State Legislatures. The bill limits the weight of cars operated within the limits of the city of Washington to ten tons, and provides that all cars weighing more than that amount, intended wholly for suburban traffic, may be operated only in such streets and avenues as the Commissioners may approve, and then only by first taking out special permits, which will prescribe the weight of the cars, the rate of speed at which they shall run, and any other conditions necessary for the protection of life and property which the Commissioners may see fit to incorporate.

Must Submit Time Schedules.

The section of the bill in reference to the time schedule is as follows:

"That each and every street railway company operating within the limits of the District of Columbia shall, on the 1st day of January of each year, submit to the Commissioners of the District of Columbia a time schedule of the running of cars on each and every line or branch thereof, operated by said railway company within the limits of the District of Columbia. And the Commissioners of the District of Columbia shall approve such schedule or make such alterations or changes therein as they may consider necessary for the interests of the public. And it shall be unlawful for any of said railway companies to run or operate their cars upon any other schedule than that approved by said Commissioners. But nothing in this act shall be construed to prevent said railway companies from amending their schedules whenever they consider the interests of the public require, but each such amendment shall be approved by said Commissioners in the manner aforesaid before being placed in operation."

Another section of the bill provides that the cars shall at all times be kept in good repair and in clean and proper condition; that the fenders must at all times be in good working order, and that no car shall be used which, by reason of a flattened wheel, broken flange, loose parts, or other cause, makes, or is

liable to cause, unnecessary noise or annoyance.

Provisions for the enforcement of the proposed law are set forth as follows:

"That for any violation of any of the provisions or requirements of this act or of any regulation made by the Commissioners of the District of Columbia under the authority of this act, the president, the vice president, and all of the directors of the company in charge of said railway shall be jointly and severally liable to a fine of not less than \$20 nor more than \$100 for each and every violation, to be recovered in the Police Court of the District of Columbia as other fines and penalties are now recovered by law. And the conductor and motorman in charge of any car in said District operated in violation of any of the terms of this act shall also be liable to a fine of not less than \$5 nor more than \$20 for each and every such violation, to be recovered in this section is provided."

The street railway bill also contains a section for the regulation of the operation of auto-vehicles, requiring that all machines coming under that head must be registered in the office of the Assessor of the District in the name of the owner. It is prescribed that the Assessor shall give each machine a number, which shall be placed on the lamps and in the rear of the vehicle in such manner as the Commissioners may direct.

For the registry and number the owner of every such vehicle is required to pay to the Collector of Taxes the sum of \$2. The maximum speed limit for such vehicles is limited to twelve miles an hour. A fine not to exceed \$10 for each offense is provided for the enforcement of the law.

PRESERVATION OF WILD FLOWERS SOCIETY MEETS

Annual Meeting of Organization Yesterday.

The first annual meeting of the Wild Flower Preservation Society of America was held yesterday afternoon in the lecture hall of the National Museum. Following a short business session, Prof. Francis E. Lloyd, instructor of biology in the Teachers' College of Columbia University, New York, delivered an address on "The Colors of Wild Flowers." The meeting then adjourned to convene again in six months.

This society is the result of a spontaneous movement looking toward the better protection of native plants from wanton destruction and eradication. The increased interest in the cultivated flowers within recent years, stimulated by numerous illustrated books, is said to have endangered the existence of many ornamental wild plants. The problem they are endeavoring to solve is how these depreciables may be checked without seriously restricting the freedom or enjoyment of the nature lover.

Local societies having this aim in view have been established in several places, and various articles on the subject have appeared in magazines and newspapers. It is the desire of all interested in the work to arouse public sentiment against indiscriminate and thoughtless flower-picking. Believing, however, that to carry the prosecution of a campaign of this kind to a successful issue it was necessary to have a central body to direct and inspire the work, the present organization was formed six months ago.

At yesterday's meeting, the board of managers submitted their report, which set forth that the society was already making rapid strides of advancement. The report set forth that much literature on the subject, composed principally of essays by members of the society, had been distributed in the past six months. The report of the secretary and treasurer showed that \$150 had been deposited in the fund for membership dues, and \$125 for fellow-ship dues.

Prof. Lloyd's address dealt entirely with a discussion of the colors of plants, flowers and leaves. In the course of his lecture, he said the appreciation of the scientific side of the question would serve to bolster up the emotional. He pointed out the necessity of exploiting the beauty of wild flowers in order to encourage their preservation and protection by the public. He also spoke of the necessity for the members of the society to make a study of these plants with a view of being able to perpetuate the objects of the organization.

In commenting upon floral colors, the speaker called attention to the indispensable value of green. On this color, he said, depended the manufacture of food, the existence of cattle, and the life of nature itself. He also spoke of the manner in which colors were propagated by blending different shades. The lecture was illustrated with stereoscopic views.

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BLAIR LEE WRITES OF STREET EXTENSION

Calls Attention of Commissioners to New Method.

HE SUGGESTS LEGISLATION

Refers to Thirteenth and Fourteenth Streets in Undeveloped Northwest.

Blair Lee, attorney for the Washington City Orphan Asylum and others, has sent a communication to the District Commissioners relative to bills pending in Congress for the opening of Thirteenth and Fourteenth Streets northwest, beyond the present line of improvement. Mr. Lee directs the attention of the board to the new method proposed for the opening of these streets, which is, briefly, as follows:

The bills provide that where 75 per cent of the land is donated, the power of eminent domain shall be invoked to complete the missing links, and that those who do not donate shall be assessed for benefits. It is further provided that a small appropriation for the physical improvement of the two streets should be made at the same time, and that two benefits be assessed on those not donating, namely, the benefit for the completion of the right of way by condemnation, and the benefit for improving the same, the latter being, in Mr. Lee's opinion, the superior benefit.

"The acts," continues Mr. Lee, "for street extension by condemnation, heretofore passed, have provided that 50 per cent of the cost of the right of way should be assessed back upon the adjacent property holders, but the jurists have assessed on the average not more than 30 per cent, and this, doubtless, because the right of way so furnished was a right of way on paper only. I submit that by taking the same amount of money and applying it primarily to the physical improvement and assessing both benefits, the right of way would not only be secured, but improved, and practically for the same amount."

Improvements Already Made.

"Last year the Commissioners conceded that both of these streets are improved as far as opened, that they are the most important streets in the undeveloped section of the District, that the people have waited long for further extension, and that the streets should be opened, but the board would not approve the new method proposed, alleging that it was inconsistent with their old method."

Mr. Lee explains that he has drafted amendments to the bills to meet the objections formerly urged by the Commissioners, one of which increases the amount for the physical improvement to \$42,000, conforming with the estimate submitted by the Engineer Department. Another amendment provides for a provisional amount, which may be necessary to complete the right of way, of \$7,000, though Mr. Lee thinks the most of this will be available for physical improvement.

Land Pledged.

It is further stated that 87 per cent of land required for Fourteenth Street has been pledged, and 80 per cent of that required for Thirteenth Street. He says that the benefits to be assessed back should cover the remaining 13 per cent and 20 per cent, respectively.

Another amendment to the Fourteenth Street bill provides for a bond issue of \$28,000, the payment to be restricted to the receipts from increased taxation on that street. The \$28,000 represents the \$7,000 mentioned, and the District's one-half of the \$42,000 required for the improvement.

By the passage of the bills as amended, Mr. Lee says the owners of property along the two streets will pay the entire cost of the opening and improvement, first, by dedicating the right of way, and then by paying taxes on their property enhanced in value therefrom. He thinks there should be no longer any objection to the legislation proposed.

AGED MAN'S FEET FROZEN.

NEW BRUNSWICK, Dec. 27.—Robert L. Dickerson, aged seventy-seven years, who is claimed as husband by four women, will lose both of his feet, they having been frozen. He was discharged from jail on Tuesday afternoon, the grand jury not having indicted him, and he started for his home in Oak Tree. When about two miles from the home of Elizabeth Noe, wife No. 2, with whom he lived before going to jail, he became exhausted and fell to the ground. Matthias Ten Eyck, of Oak Tree, found him unconscious in the road early Wednesday morning and took him home.

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INFANTRY OFFICERS TO WEAR ROBIN-EGG BLUE

Secretary Root Approves Change in Trousers.

SUBSTITUTE FOR THE WHITE

Action Settles Long-Standing Controversy Among Officers—Move Bitterly Opposed by Many.

Secretary Root yesterday approved the final report of the uniform board of the army and has decided that the facings of infantry officers' trousers shall be robin-egg blue instead of white. This decision is in line with the recommendation of a majority of the members of the board, who favored the blue instead of the white.

This settles a controversy among army officers that has been going on ever since the uniform board, first appointed last summer, recommended the adoption of blue facings instead of the traditional white.

Received With Disapproval.

This recommendation was received by infantry officers with disapproval and they used every effort to have it set aside. Notwithstanding the protests the new uniform order contained a provision making the change and a number of officers had the trousers faced in the blue.

Some of the officers, however, failed to comply with the order so readily and they carried their fight before the new board, which was recently assembled at the War Department to revise the revised uniform.

In view of the fact that many military tailors had already purchased material of the blue color and that some of the officers had purchased trousers trimmed in blue, the second board was inclined to adhere to the action of its predecessor, but the members were unable to agree upon this and only a majority report on this subject was presented to Secretary Root.

WOMAN TOO WEAK TO FIGHT MENACING FIRE

NORRISTOWN, Dec. 27.—Mrs. Edward Wilson and her infant son were alone in the house yesterday when an oil stove overturned and set the house on fire. The woman was just recovering from an illness and was so weak that she was unable to fight the flames. Mrs. Mary Bolton heard Mrs. Wilson's call for help, and, rushing into the house, succeeded in extinguishing the flames after considerable damage had been done.

WAGON AND CAR COLLIDE.

Charles Dehnedez and Tom Jackson, employees of Mayer & Co., were thrown from a wagon at Second Street and Delaware Avenue last night as a result of collision with a Metropolitan Street car. Both men were severely hurt, and were taken to the Casualty Hospital. Dehnedez is a Cuban who has been in this country but a few months.

WASHINGTON Y. M. C. A. TRIM BALTIMOREANS

First Victory Ever Secured Over Oriole Team.

THE LOCAL YOUNG MEN'S CHRISTIAN ASSOCIATION basketball team defeated the fast quintet from the West Branch, Y. M. C. A., of Baltimore, in a hard fought and snappy game played in the association gymnasium last night.

The Washington team scored four field goals, counting two points each, while the visitors could only make three. This is the first time the locals ever dined the Monumental City boys. It was the first defeat suffered by the visitors at the hands of any club in two years.

The contest was fast from the first whistle. The visitors were sanguine of a victory, but their overconfidence did not win the game for them. The locals went after their opponents from start, and at the conclusion of the first half the score stood 2 to 0.

James made the field goal for the locals in this half. It was one of the most difficult ever seen in this city as the player was bending backward to save himself from falling when he tossed the sphere into the basket. Garner and McQuinn played exceptionally well.

Arthur was the best man on the visiting team. He succeeded in throwing two field goals when he was hard pressed by his opponent. Freund was the other man on the team to score for the visitors.

Washington Y. M. C. A. Field goals.
James, H. 1
McQuinn, H. 1
Craig, C. 1
Bopp, B. 1
Garner, B. 1
Total, 4

West Branch. Field goals.
Paige, H. 2
McQuinn, H. 1
Dew, B. 1
Freund, C. 1
Total, 5

Quinn—Messrs. Chambers, Reynolds, and O'Hagan. Timers—Beckett and Eldridge. Referee—Mr. Hildreth. Scorer—Mr. Mitchell. Length of halves—20 minutes. Goals from field—By Washington Y. M. C. A., 4; by Baltimore, 3. Goals from field by players—James, 1; McQuinn, 1; Craig, 1; Garner, 1; Arthur, 2; Freund, 1.

D. L. & W. RAILWAY MAY BE AFTER HOBOKEN FERRY

By a combination of circumstances the Delaware, Lackawanna, and Western Railroad has been suggested rather emphatically as a prospective purchaser of the Hoboken Ferry Company. The railroad company has for years used the Hoboken ferries to gain access to New York. The contract between the two companies is about to expire, and it has been announced that the old contract will not be renewed.

This places the railroad in the market as the likely purchaser of some transportation line from Hoboken to New York. The New York and Jersey Railway Company, which is building a tunnel under the North River at Hoboken, has been suggested, but railroad officials and the tunnel promoters alike deny this story.

INFANTRY WINS FROM LAFAYETTE COLLEGE

Local Basketball Team Proves Too Much for Visitors

Local Basketball Team Proves Too Much for Visitors

Last night the Washington Light Infantry Basketball team defeated Lafayette College of Easton, Pa., in the gymnasium of the former, by the score of 39 to 15. The game was characterized by rough play.

The most noteworthy feature was the goaling of Devlin, who made ten baskets from field throws. In the first minute and a half of the second half he made three, which record has never been equaled in this city. Moriarty who participated in the second half only also proved an adept at making goals, being credited with four.

The Infantry team is made up of big, strong men, and in the scrimmage their weight told against the collegians.

The line-up:
Infantry. Positions. Lafayette.
Mastin, R. F. Winder
Moriarty.
Tierney, L. F. Canning
Devlin, center. Barstler
Shreve, R. B. E. Haldeman
Taylor, L. B. Parsons
Field goals—Devlin, 10; Taylor, 4; Moriarty, 4; Mastin, 1; Winder, 2; Canning, 2; Haldeman, 2; Marstler, 1. Free throws—Shreve, 1; Winder, 1. Referee, J. S. Robinson. Scorer, J. B. Baker. Timers, W. Haldeman and W. M. Cathran. Halves—20 minutes.

LUNATIC CHAINED IN ATTIC FOR MONTHS

PITTSBURG, Dec. 27.—Senaro Benaro was taken to a police station yesterday afternoon violently insane.

It is alleged that he became insane three months ago and was chained in the attic of a Polish boarding house at 133 Penn Avenue, and remained in the attic until yesterday when he managed to get away.

A relative is said to have bored a hole in the attic floor and placed a bolt in it. The bolt was placed in the center of the room, and an iron cuff was placed on Benaro's leg and attached to the bolt.

BELGIUM TO CHALLENGE FOR AMERICA'S CUP

Antwerp Yacht Club to Break Into Boat Racing.

BOSTON, Dec. 27.—A letter from Brussels to the "Boston Transcript" says that the Antwerp Yacht Club will probably challenge for the America's Cup in 1904.

The building of racing yachts is practically unknown in Belgium. The Antwerp Yacht Club possesses a fleet of 133 boats, many large and handsomely equipped yachts, but it has never taken a prominent part in racing.

Many members believe more activity should be shown in this respect. As there is plenty of wealth in the club the proposition has met with universal favor that the club shall be represented in the regattas at Kiel and at Heligoland. It is also proposed to build a yacht for the America's Cup contest.

The principal if not the sole owner of the challenger will be M. Maurice Grisar, who will also be the designer. M. Grisar belongs to one of the greatest mercantile families of Belgium. He is a thorough sportsman, and is determined that the Antwerp Club shall do everything possible to send a yacht worthy of international contests for the coveted trophy.

Should the cup happen to go to England next fall, the Antwerp Club, of course, will send its challenge there.

HUNTERS FROZEN TO DEATH IN A HAYSTACK

ROCK FALLS, Ill., Dec. 27.—Three men were victims of the cold while out hunting yesterday in Henry county, three miles west of Galva. They sought protection in a haystack and went to sleep, where they were found frozen to death. They were Freeman Jones, George Heckbarth, and Milo Jefferson.

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\$1.48 for large, Hardwood Rocker, saddle seat, golden oak finish; cost you elsewhere \$3.

79c for 24x24-in top Parlor Table with under shelf; solid oak; actual value, \$1.50.

\$12.95 for Solid Oak Bedroom Suite; dressing case with bevel plate mirror, large washstand, and large bed; actual value, \$18.50.

\$33.50 for Swelled Front Quarter-Ed Oak Suite; cost you elsewhere \$50.

\$11.75 for a handsome 3-piece Parlor Suite; pretty frame, mahogany finish, with silk damask covering; regular price, \$16.50.

\$7.50 for 3-piece Parlor Suite, tapestry covering; cost you elsewhere \$12.

\$1.48 for White Enamelled Bed that cost you elsewhere \$3.50.

\$3.50 for White Enamelled Bed, worth \$5.50.

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